

- Construction of a new undercrossing would require that the extension of Pine Road rise significantly (about 30 feet) above the valley and wetlands near Burley Creek (in the vicinity of Bethel-Burley Road).

## 13.0 Summary and Recommendations

The goal of the Level 2 Screening process was to further evaluate the six (6) alternatives recommended by the Level 1 Screening Analysis, the project stakeholders, and the Advisory Committee. Upon completion of the Level 2 process, a selection was made of the alternatives to be carried forward for further study during the development of the Draft Environmental Impact Statement for the project.

The Level 2 Analysis reviewed the advantages and disadvantages for each alternative identified by the project team as well as fulfilling the overall goals of the project to increase mobility, capacity, and safety, and address regional connection issues.

The process included conducting a traffic analysis to evaluate impacts for each alternative, environmental review, conceptual cost estimating, and a value-based process to determine the highest performance score to best meet the WSDOT and stakeholder needs for improvement of the SR 302 corridor and Key Peninsula Community.

Based on the Level 2 analysis and review of the alternatives, the following information was concluded:

Alternative	Project Cost	Performance Scores
Alt #3 - Power Line	\$122M	371
Alt #4 - North Bridge	\$95M	488
Alt #6 - Pine Diagonal	\$42M	438
Alt #7 - Pine/118th Avenue	\$50M	421
Alt #10 – 154 <sup>th</sup> Avenue	\$84M	469
Alt #11 – Improve Vicinity Wauna	\$217M	321

The results of the Level 2 Screening Analysis determined there are four alternatives that meet the goals and objectives of the SR 302 Corridor improvements while providing the highest value to WSDOT and project stakeholders.

Based on the results obtained from the Level 2 screening process, WSDOT shall proceed forward with the preliminary engineering and required environmental documentation process on Alternatives 4, 6, 7, and 10 for improvement of the SR 302 Corridor between Elgin Clifton Road and SR 16.

Alternatives 3 and 11 were eliminated and not recommended for further evaluation for the following reasons:

The Alternative 3 route is comprised of the longest bridge component analyzed in the Level 2 screening. The route would follow the Tacoma Power right-of-way, impacting this major transmission line as well as a number of businesses in the vicinity of Purdy Drive. Traffic operations in the vicinity of the SR 16 interchange also remain to be addressed with this alternative.

Alternative 11 would improve the existing SR 302 alignment from Key Peninsula Highway to the SR 302 Spur. The route would utilize the existing location on the Purdy Spit, representing the longest crossing of Burley Lagoon. An expanded footprint for the route, impacting the existing bridge and county park along Purdy Spit, would also be anticipated. In order to provide the required safety elements of the corridor this new route would depart significantly from the existing one as it climbs the hill west of the Lagoon through Wauna. Significant traffic impacts during construction would be anticipated, since the most efficient route for most common trips would be disrupted. Traffic operations in the vicinity of the SR 16 interchange also remain to be addressed with this alternative.